Amendments to the Specification:

Please amend the 3rd paragraph on page 2 (lines 11-18) as follows:

--To solve the above problems, a double ~~senor~~ sensor system has been already been put to use. In a double sensor system, an additional oxygen sensor is provided downstream of a three-way catalyst. In addition to a main F/B control based on the detection result of air-fuel ratio detected by the upstream sensor, a sub-F/B control based on the detection result of air-fuel ratio by the downstream ~~senor~~ sensor is performed to improve the accuracy of the air-fuel ratio control.--

Please amend the 3rd paragraph on page 3 (lines 16-22) as follows:

--However, when a fuel cutoff (F/C) control is started in the internal combustion engine, the main F/B control and the sub-F/B control are not executed. At this time, if the three-way catalyst is not degraded and has a high oxygen storing property, the catalyst stores a significant amount of oxygen and is saturated. This causes the downstream oxygen sensor ~~detects~~ to detect a lean air-fuel ratio.—

Please amend the 4th paragraph on page 3 (lines 24-33) as follows:

--Therefore, even if the F/B control is performed to make the air-fuel ratio rich after the fuel cutoff control is stopped, the output of the downstream oxygen sensor is not easily switched from a value representing a lean air-fuel ratio to a value representing a rich air-fuel ratio because the three-way catalyst releases adsorbed oxygen. As a result, the sub-F/B learning value, which is computed based on the sub-F/B correction value in the sub-F/B control, does not have a proper value that the sub-F/B learning value should originally ~~has~~ have.--

Please amend the 2nd paragraph on page 10 (lines 3-11) as follows:

--The air-fuel ratio sensor 11 detects the air-fuel ratio based on the concentration of oxygen in exhaust gas and outputs an output voltage that is linearly varied according to the air-fuel ratio as shown in Fig 2. The oxygen sensor 12 detects whether the air-fuel ~~ration~~ ratio is richer or leaner than a stoichiometric air-fuel ~~ration~~ ratio based on the concentration of oxygen in exhaust gas as shown in Fig. 3 after the exhaust gas has passed through the three way catalyst 13.--

Please amend the paragraph bridging pages 11 and 12 as follows:

-- When the routine is started, the ECU 30 renews an in-cylinder air amount MCi and in-cylinder target fuel amount FCRi (i = 0 to n-1), in step 102, which have been computed in a previous execution of this routine. This is a procedure for computing a current in-cylinder air amount MC0 and a current target in-cylinder fuel amount FCR in the current execution of the routine. In step 104, the ECU 30 reads an engine speed Ne and an intake flow rate Q that are stored in the RAM.--

Please amend the 5th paragraph on page 14 (lines 16-19) as follows:

--If any of the conditions (1) to (5) is not satisfied in step 110, the outcome is negative and the ECU 30 proceeds to step 122. In step 122 ECU 30 sets the fuel correction amount DF to zero and terminates the routine.--

Please amend the 4th paragraph on page 15 (lines 14-20) as follows:

--As shown in Fig. 7, the ECU 30 determines whether a feedback condition by the oxygen sensor 12 is satisfied in step 140. That is, when all the conditions for the main F/B control are satisfied, the feedback control by the

oxygen sensor 12 is permitted. When the feedback control by the oxygen sensor 12 is permitted, the outcome of step 140 is positive, and the ECU 30 proceeds to step 142. <u>If the outcome of step 140 is negative, the ECU 30 sets an output reversal number COXS to zero in step 154.</u>--